

WALKER FIELD AIRPORT AUTHORITY
SPECIAL MEETING
(Per notification in accordance
with the By-Laws and Advertise-
ment in the Daily Sentinel)
June 13, 1978

Members Present: Chairman Larry Brown, Members Errol Snider, Larry Kozisek, Maxine Albers, Robert Holmes, and Howard Roland. Also; Airport Manager Jim Spelman, Assistant Manager Paul Bowers, Clerk T. M. Ford, and guests.

Mr. Jack Pepper of Boettcher and Company presented to the Authority a Resolution for adoption as a part of the Minutes of this meeting, which will issue \$230,000 in Bonds to the Authority for airport capital improvements. Mr. Pepper explained one paragraph of the Resolution, Section 11, on page 12. He said the bonds are issued for a purpose and cannot be invested beyond a 36 month period. Mr. Spelman explained this should be no problem since \$170,000 should be expended by the end of this year and the remaining \$60,000 will be spent on ADAP projects within one year after that.

Mr. Brown called for adoption of the Resolution as a part of the Minutes herein, and it passed unanimously. A copy is attached and incorporated hereto.

Mr. Brown said the new Trans Western Airline of Utah serving Walker Field will have its maiden flight tomorrow (June 14th), with a flight to Salt Lake City.

Mr. Spelman reported the Hall Brothers Lease Amendment, written to make the Lease fit F.A.A. requirements for Fixed Base Operations, has been executed, and suggested the Board accept it. Mr. Brown asked if all conditions and safeguards had been met and Mr. Spelman answered they had, and that the lease is now legal. Mr. Roland moved for approval of the Lease Amendment and Mr. Kozisek seconded

the motion which passed.

Ms. Connie McDonough and Mr. John Ballagh of the City-County Development Department spoke to the Authority about the land use program as it pertains to Walker Field. Ms. McDonough said the Regulations are at the staff level at this point, and that a workshop will be held soon with the Planning Commission to explain the planned program. Mr. Ballagh outlined the present planning proposal. He showed a map outlining the Noise Zones, which he said were measured by the Health Department and contained in the Airport Master Plan. He explained the critical area of a map, which conforms to what the F.A.A. terms a "Clear Zone" or "Approach Surface". He also spoke of the Airport Area of Influence, and said there will be a Noise Zone 3 and a Noise Zone 2, and that this plan will fit all future and existing airports in Mesa County. Ballagh said the intent was to review and set out guidelines for Airport Facilities.

Mr. Spelman outlined the reasons for writing the regulations for the Airport, what is known as H.B. 1041 and that the former regulations adopted forbade almost all construction in the critical zones and limited use of areas of influence through the building permits. He suggested the former regulations be abolished and the original intent of H.B. 1041 be followed, and that the areas be zoned to the interest of the Airport. He said the height limitation is most important and that the public be notified so they would be aware that if they build in certain areas they can expect airplanes to be flying overhead. Mr. Spelman suggested avigation easements not be sought, or "we might have to pay for them" and explained he thought the Authority probably already owned the right-of-way.

Mr. Brown asked if the planning staff and Mr. Spelman were in agreement on the plan, and Mr. Ballagh answered that generally they were.

The possible use of condemnation in the critical areas was discussed briefly. Mr. Roland said the earlier regulations were adopted and that they stopped at the canal due to heavy pressure from citizens and businesses located south of the secondary runway, and that citizens may again be opposed to tighter regulations. Ms. McDonough said she felt citizens thought the regulations would be run from the state level but that they probably would change their attitude and accept the new regulations if they know they will be run locally.

Mr. Ron Rish asked if the Deed of property in the critical areas would contain restrictions and Mr. Spelman said he would recommend they not be in the Deed. Mr. Rish said he was concerned about second owners. Mr. Snider wanted to know specifically the areas of difference between the Planning Department, Mr. Spelman, and the Master Plan writer, Greg Isbill, and Mr. Ballagh answered it was in the Deed restrictions, but that they were not far apart. Mrs. Albers said it was important to dispel the fear of this being a "State" issue. Mr. Spelman said he felt it might be better to abandon the "Area of Influence" now existing, and zero in on two critical areas, noise and height restrictions. Mr. Kozisek said he felt the Authority should ask the City and County to recognize critical areas and allow the airport to be a reviewing agency for all development in these areas. The maps were then left for further review by Mr. Ballagh.

Mr. Frank Brown, hired to draft a new parking plan, reviewed

the plans earlier presented and then unveiled a new plan that would contain 314 public parking places in the APCOA lot, 80 rental spots, and 31 parking spaces close in, which could be used at the discretion of the Authority. He said the engineer's estimate at this time would be \$125,000, but it could vary from this price at bid time. He suggested the following time table; final plans ready by July 20, 1978, bids opened on August 4, work beginning on August 14, with a construction period of 100 days. He said temporary parking would have to be worked out and that the price estimate is based on the County Road Department doing the base course work, the paving and the overlay. Mr. Spelman said the Airport has about \$70,000 for the project, but that additional funds might be found.

Mr. Kozisek moved that the Authority approve going to final design, then make a decision at that time when it can be determined if the County can do the work, and if there are enough funds to do the job. Mr. Roland asked if the City planned on putting up any funding for the project, and Mr. Kozisek indicated they did. Mr. Snider seconded the motion which passed.

The Authority adjourned at 9:50 p.m.